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[670]

Hongkong Daily Press.

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No. 16,250. 號十五百二千六萬一第 日六十月四年二第宣 HONGKONG, TUESDAY, MAY 24th, 1910. 二第報 號四十二月五年十一百九千一英海曆 PRICE, \$3 PER MONTH.

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[a34-1]

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A strong British Corporation Registered
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LEFFERTS KNOX, Esq., Hongkong, Can-
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[1472] ALEXANDRA BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN TOMES & CO.,
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Hongkong, 29th April, 1906. [a1491]

DR. M. H. CHAUN.
DENTAL SURGEON.
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. ... Every 10 minutes.
7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

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Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [1476]

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WINE & SPIRIT MERCHANTS,
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(TELEPHONE 97).

BATHING SEASON.
A.S.A. SWIMMING COSTUMES
(IN BLACK AND NAVY).

BATHING COSTUMES
(IN SINGLE OR TWO PIECES).

LADIES' BATHING DRESSES.
TOWELS, BATH ROBES.

LANE, CRAWFORD & CO.

[a28]

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AND

ACCESSORIES.

QUES, CUE TIPS, WAFERS, BALLS.

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60 & 61, BENTINCK STREET, CALCUTTA. [a263-2]

PEARSON'S HYCOL

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.

5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing
Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HONGKONG,
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For Pearson's Antiseptic Co., Limited.

[a1135]

LONG HING & CO.,

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17, QUEEN'S ROAD, CENTRAL.

PHOTO GOODS of every description.
KODAKS & KODAK FILMS.
DEVELOPING & PRINTING
A SPECIALITY. [a1465]

NOTICE OF FIRM

NOTICE.

HAVING assigned my Share and Interest
in the UNION TRADING Co.,
No. 34, Queen's Road Central, to Mr. LO IP
SHING. Notice is hereby Given that my
Responsibility in the said Firm CEASES as
from the 1st May, 1910. LO YOK KEE.
Hongkong, 4th May, 1910. [594]

WANTED

A SMART TYPEWRITING and
CORRESPONDENCE CLERK
(Chinese). Must be proficient in English and
quick at figures. Only Experienced typists
need apply—
MANAGER,
Care of "Daily Press" Office.
Hongkong, 6th May, 1910. [610]

WANTED

A NICELY FURNISHED ROOM, with
Board, on the Hongkong Side. Higher
Levels Preferred.
Apply—
"HOMELY,"
Care of "Daily Press" Office.
Hongkong, 18th May, 1910. [647]

WANTED

A SEMI-EUROPEAN FLAT, in Kowloon.
Care of "Daily Press" Office.
Hongkong, 23rd May, 1910. [667]

SITUATION WANTED.

ENGLISHMAN, 25 years, requires situation
as Storekeeper or any kind of employment
appertaining to the Managing of Chinese Labour.
Apply—
Care of "Daily Press" Office.
Hongkong, 18th May, 1910. [646]

PABST EXTRACT.

THE best TONIC for keeping in perfect
health in the Tropics.
It is a Liquid Food in predigested form,
containing all the bracing, soothing and toning
effects of the choicest hops. Nearly Non-
alcoholic. Highly recommended by the local
medical profession in Cases of DEBILITY
after MALARIA, from OVERWORK or
other causes, ANEMIA, NERVOUSNESS
or DYSPEPSIA. Samples on Application.
SIEMSEN & Co.,
& Agents,
Hongkong, 14th December, 1909. [1519]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 96 "
Width of Entrance on Bottom ... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length ... 523 feet.
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Width of Entrance on Bottom ... 77 "
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Extreme Length ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
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PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
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WORK.

A LARGE STOCK of MATERIALS: is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [205]

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A going Concern, the Lease, Goodwill,
Wines and Spirits and other Stock,
Bakery and Confectionary Plant, Book Debts
Furniture and Fixtures, Beer Engines and
Electrical Fittings of the above Cafe.
Offers to be made in writing on or before
Noon, on WEDNESDAY, the 25th instant, to
the undersigned from whom further particulars
may be obtained.

A. R. LOWE, C.A.,
Liquidator,
St. George's Building,
Hongkong, 21st May, 1910. [663]

FOR SALE.

STEAM Launches, Steel Lighters, Wooden
Lighters, Steam Cranes (travelling and
stationary), Steam Hoists, Lidgerwood Steam
Pile Driver, Diving Pump and Dress, Hand
Grabs, Capstain, Hand Winches, Driving
Pulley, Bolts and Nuts, Hook Bolts, Clutch
Bolts, Barrel Bolts, Galvanized Spikes, File
Shackles, Chain Hoists, Iron and Brass Sawes,
Discharge Piles, Bolted Steel Joists, Steel
Channels, Corrugated Iron Roofing, Roofing
Washers, Angle Iron, Cast Iron Columns
(suitable for building construction) White-
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Patent Fire Escape "WELLS" Light,
"KIRSON" Light, Acetylene Lamps, Hand
Pump, Theodolite and Levelling Staff, Rensse
Duplicator, Comptometer, Telescope (on tripod),
Apply to—

HUGHES & HOUGH,
Auctioneers,
Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1909.

REVISED BY THE MEMBERS.
PRICE ... \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

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REMAINING Portions of MARINE
LOT 31 and 36, at PRATA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
No. 285

EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1905. [84-168]

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LAMB,
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Developing and Printing Undertaken.
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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Quik Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a35]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a563]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.

SITUATED in the most central position.
Large and airy Rooms. Hot and Cold
Water. Bath, Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Room. Monthly
Rates for Tiffin and Dinner. Terms moderate.

FREDERICK REICHMANN,
Proprietor and Manager,
(late Manager of J. LYONS & Co. (Trocadero)
leading Caterers in London, and of the
GRAND ORIENTAL HOTEL, Colombo).
TELEGRAPHIC ADDRESS "COMFORT"
Hongkong.
Hongkong, 16th April, 1910. [a542]

"KINGSCLERE." PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

Telephone No. 134. "SACHSOLA."
Telegraphic Address: A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a37] Proprietress, Mrs. G. SACHSE.

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to—
Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER
[a215]

VICTORIA HOTEL SHAMSHEN-CANTON.

MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMSHEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED in the CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every Information and Special attention given
to Tourists.

REASONABLE RATES.
W.M. FARMER
Proprietor
[a1625]

SHIPPING NOTES.

A deputation from the National Sailors' and Firemen's Union put before the President of the Board of Trade, at the House of Commons, on April 28th, their views regarding the employment of Chinese, the language test, and insurance against accidents in mercantile marine ships. Mr. Buxton, in reply, said he was alive to the dangers of the position. He desired to lessen the number of Chinese in British ships, and he would do his best to bring about that object. The Act of 1906 certainly was not passed with any intention of assisting or encouraging the increase of Chinese serving in British ships. He thought perhaps there was an undue alarm regarding the increase of Chinese. There had undoubtedly been an increase, but the increase for some reason or other was far greater in London than elsewhere. With regard to Chinese claiming to be British subjects, and thereby avoiding the language test, he was going to see what would be the best method of guarantee that the language test should be a really genuine and competent test for all practical purposes. For his part, he would endeavour to increase the severity of the test. With the consent of the Home and India Offices, he proposed to publish notices at all ports and elsewhere that Chinese and Lascars had the right to claim compensation from owners, and the Board of Trade intended to draw the Chinese authorities' notice to cases of accident or death where there was no claim for compensation, so that they could take the proper measures.

Five more of the Pacific Mail Steamship Company's Oriental liners will be equipped with United Wireless Telegraph instruments at once, according to information given out at the United Wireless Telegraph company. The vessels to be equipped are the *China*, *Siberia*, *Mongolia*, *Asia*, and *Manchuria*. These steamers will have apparatus similar to that on the *Korea* of the same line. These equipments will have a power of five kilowatts, with storage battery outfit to be used in case the liner's power plant is put out of commission. It is as a result of the good wireless work done by the *Korea* that the Pacific Mail management decided to fit all its big trans-Pacific liners with wireless. The *Korea* now holds the world's record for wireless work, having received and transmitted messages over 4,300 miles of water.

A remarkable feat of towage in the Atlantic has been achieved by the Dominion liner *Englishman*, which arrived at Queenstown at the end of last month with the Leyland liner *Anglian* in her wake. The *Englishman*, carrying cattle from Baltimore to Liverpool, fell in with the *Anglian*, which is her sister ship, on April 9, about 340 miles west of the Fastnet. The *Anglian*, which also had a cargo of cattle, was disabled by a broken tail-shaft. She was towed to the *Englishman* by two steel hawsers and towed the entire 340 miles. Soon after the towage began the weather became very bad, the enormous seas straining the hawsers severely. As the Fastnet was approached a thick fog came on, and at one time when it was impossible to see even a few yards ahead the "bitts" to which the hawsers were fastened on the *Anglian* became loose. The engineers set to work on the tailshaft, and with great skill managed to patch it up so that the *Englishman* was able to proceed under her own steam at the rate of five or six knots an hour. During the eleven days of this adventurous voyage the cattle on the two ships consumed all the fodder, and as soon as Queenstown was reached ten tons of hay was hauled on the *Anglian* and five tons on the *Englishman*.

There seems good reason for believing that the dues levied by the Suez Canal Company will be reduced on Jan. 1 next from 74 2/5 per ton, at which figure they have stood since the end of 1905, to 71 2/5. The proposal to make this reduction of 50c per ton, it is stated, is put forward at the meeting of the Suez Canal directors on May 9. It will represent a total reduction since the close of 1902 of 15 2/5. The inference is that diminished dues have been compensated for by an increase of traffic. Whether this further reduction in the amount of Suez Canal charges will in any way conciliate the large body of British shipowners who criticise the administration of the company remains to be seen. It is reported that at the annual meeting of the company in Paris on June 6 the net dividend will be raised to 151 1/2, as compared with 41 1/2.

A significant pronouncement is made by the chairman of the Cunard Company. It is that in his judgment the future of the New York trade lies with the 40,000 or 50,000 ton combined passenger and cargo boat. In saying this, of course, Mr. Booth flirts himself in complete accord with Lord Pirrie, whose complaint for a long time past has been that it is not a question whether shipbuilders will build very big ships, but whether the ports of the world will be capable of accommodating the Leviathans put afloat in the near future. The Cunard Company, with the *Lusitania* and the *Mauritania*, each in the near neighbourhood of 35,000 tons, has, of course, by this time had a pretty good experience of the biggest mail steamers as yet in service. The inference is that as these large vessels have proved so successful still larger steamers are likely in their view to prove more so. The only question left open is the question of speed. Mr. Booth does not say in so many words that the large steamer which is to be built to take her place with the *Lusitania* and the *Mauritania* in the mail service will be of 40,000 or 50,000 tons. The assumption, however, must be that somewhere between these figures her gross register will be found. For the building of this big ship no Government loan is likely to be forthcoming. Indeed, any suggestion of the kind is negatived by the statement that Government advances in

respect of the *Lusitania* and *Mauritania* must be paid out of surplus funds, and the Cunard's depreciation fund utilized for the building of new tonnage. The Government agreement, Mr. Booth says, put the Cunard in its present commanding position in the trade. Its business now is to retain that position, and it is to that end that the dividend is passed.

In the near future, then, we shall see four monster ships, eclipsing in size the present Cunard Leviathans. Two of them are well on the way. These are the *Olympic* and the *Titanic*, each of which is to be of about 45,000 tons. They are for the White Star Line, and are to run from Southampton to New York by the Southampton Harbour Board can be induced to deepen sufficiently the channel which they control. The launching of the *Olympic* at Messrs. Harland & Wolff's yards was some time back definitely fixed for October next, and the *Titanic* should not lag very far behind her. A third vessel of the 40,000-ton order is that which the Hamburg-American Line is to build in Germany. Herr Ballin had this steamship in view two or three years ago, but cancelled the order he had given to Messrs. Harland & Wolff in view of the depressed outlook on the Atlantic. Neither the White Star boats nor the German mammoths are to have very high speed. Probably 20 knots will be held to suffice. The *Olympic* and *Titanic* will rely on a combination of reciprocating engine and turbine, such as is already exemplified in the *Laurentia*. The big Cunarders will presumably be a turbine boat, like the *Lusitania* and *Mauritania*. But because she will probably exceed them in dimensions it does not follow that she will excel them or even equal them in speed. On the other hand, it is pretty clear that she must be the fastest of the four mammoths now building or projected. The Cunard service is essentially an express service, and the new boat must steam at least as fast as the *Compania*.

ADMIRAL OF THE FLEET SIR EDWARD SEYMOUR.

On April 30th Admiral of the Fleet Sir Edward Hobar Seymour reached the age of seventy, and was consequently placed on the retired list of the Royal Navy. He has had as active and as distinguished a career as any naval officer since the great wars. Entering the Navy in 1852, he served through the Russo-Turkish War as a midshipman of the *Black Sea*, being present at the bombardments of Odessa, Sevastopol, and Kinburn, and at the capture of Kerch. He next went to the China Station in the *Calcutta*, flagship of his uncle, Sir Michael Seymour, and in her and afterwards in other ships served throughout the second Chinese War. He was in the flagship's launch when she was sunk in the sharp action of Fatsan Creek, and took part in the capture of Canton and of the Taku Forts. In 1860, being still on the same station, he earned the silver medal of the Royal Humane Society by jumping overboard to save life in a sea infested by sharks. After serving for a short time at home, he was promoted to commander in 1866, and three years later went to the West Coast of Africa in command of the gunboat *Growler*. In January, 1870, he rescued an English schooner from pirates in the Congo River, being severely wounded on the occasion. During the Egyptian War of 1882 he was on the Mediterranean Station in command of the *Irish*, and in the rearrangement consequent on the bombardment of Alexandria was transferred to the battleship *Invincible*. In January, 1887, he became Aide-de-Camp to Queen Victoria, and in July, 1889, was promoted to his flag.

In 1892 he was appointed Second in Command of the Channel Fleet, and in this and the following year commanded a division or a squadron in the annual summer manoeuvres. In 1894 he became Admiral-Superintendent of Naval Reserves, and in each of the three years of this appointment he commanded one of the opposing fleets during the manoeuvres. In December, 1897, he went out to China as Commander-in-Chief, with his flag in the *Centurion*. It will be fresh in the memory that on the occasion of the great Boxer rising of 1900 he landed with a strong international naval brigade to attempt the relief of the Legations at Peking, and that his column was hard beset and forced to turn back after severe fighting, when within 40 miles of Peking. It was afterwards reported by the commanding officer of the French contingent that "the serious difficulties that were likely to arise from the conflicting interests of eight nationalities were prevented by the high position and perfect courtesy of Admiral Seymour, and was especially fortunate for the expedition that he met with no mishap while bravely exposing himself to the enemies' fire."

For his distinguished services in China Sir Edward Seymour received the C.O.B.; 1901 he became Admiral, and in 1902 the new honour of the Order of Merit was conferred upon him. From January, 1902, to January, 1903, he sat on Sir Edward Grey's Committee on the Navy Estimates, and in March, 1903, was appointed Commander-in-Chief of the Home Fleet. He was promoted Admiral of the Fleet in 1905, and had no further active service until the summer of last year, when he hoisted the Union Flag in command of the squadron which went out to New York to take part in the Hudson-Fulton celebrations. This was the only occasion for more than 100 years on which an Admiral of the Fleet had flown his flag at sea, and it was universally recognized that the conferring of this command on Admiral Seymour was a happy compliment both to the American people and to himself. The vacancy on the list of Admirals of the Fleet is filled by the promotion of Admiral Sir Arthur Fauschaw, who has in succession held the appointments of Commander-in-Chief on the Australian Station, of President of the Royal Naval College, Greenwich, and of Commander-in-Chief at Portsmouth.

SINGAPORE ELECTRIC TRAMWAYS.

Sir Frank Fawcett, presiding at the annual meeting held in London said that they had done rather better during the past year than in 1908. The small profit of £134 had been arrived at after paying £17,451 for debenture interest, £589 for royalty, and writing off £10,336 for depreciation. The gross receipts in Singapore amounted to £64,234, as compared with £60,020 for the previous 12 months. The receipts from the sale of electrical energy to the Government and the municipality of Singapore for lighting and power continued to be satisfactory. The new bridge over the Singapore river was formally opened on March 12 last, and the company's cars began running over the bridge, which connected two sections of the tramway, on the afternoon of the same day. In conclusion, he moved the adoption of the report, which was seconded by Sir Charles Fawcett and carried.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 4th.

THE ABSENT DICTATOR.
Though the old Budget has been passed through the Lords and Commons with the help of the Irish party, the Nationalists are by no means happy in their minds as to the belated Budget that properly belongs to this year. They have not, I am assured, been given any adequate guarantee that the whisky taxes to which they take exception will be abandoned, though the Chancellor of the Exchequer admits "he has found them unproductive. He is in a hole over the whisky taxes. While the Irish want them to be dropped, the temperance party in the House—and it is a big section in the Liberal party—want them kept up, for they contend the moral effect has been far more important than the actual return, since drunkenness has decreased in the time the taxes have been in operation. They have plenty of statistics to support them, especially from the police court records of Scotland, and they are as determined as the Irishmen in their demands. To add to the difficulties of the Government, the Scottish Liberal members have grown restive over the neglect of Scottish interests. All last Parliament they were kept waiting and this Parliament has given them no better attention, so fiery spirits like Sir Henry Dalziel and Mr. Pirie have formed a Scottish League in the House, to prod the Government and assure the Premier that Scotland must have attention, and they mean to support the men of either party who will give that attention.

What annoys the Scotchmen is that they have made so many fruitless protests, while the least whisper of the Irishmen seems to be productive of compliance. The Irish domination is figuring largely, and in the light that soon will be here—probably in July—there will be loud outcry on Conservative platforms about the "attack on the Crown" and the "domination of the Fenian, Pat Ford." Pat Ford is, of course, the editor of the *Irish World* of New York, and a source of supply of Irish dollars from the United States that keeps the Nationalist war chest going. Without those dollars the party could not live for a single twelve months, so in the peculiar circumstances of the present time there is the old circumstance, irritating to many, that an Irish-American, an ex-revolutionary, is the real Dictator in the House of Commons; for he calls the tune to which Mr. John Redmond and the present Government dance. Ford used to be a red hot Fenian, and his paper was on the "index" in the stormy times when Mr. Balfour was Irish Secretary. It was smuggled into Ireland in coffins supposed to contain the mortal remains of patriot exiles who had left a last instruction to their heirs to lay their bones at rest in their native land. But the coffins came so thick and fast that some were opened, and after that anybody found with a copy of the paper got severe punishment. Charles Stewart Parnell influenced Ford to milder ideas, and the change of tone adopted by Mr. Gladstone completed the mellowing process, so that nowadays Ford has the harp for his emblem and not the sword. His aim is no more than to see the green flag floating over the old Parliament House in College Green. But his old revolutionary writings are being quoted effectively in support of the Conservatives just now as showing the kind of men who are driving the Liberal Government.

MORSE ABOUT THAT PORK.

Still the attack continues on Chinese pork, in and out of Parliament, and still Mr. John Burns sticks to it that the pork is all right. True, some of it has been refused admission, both to London and Liverpool, during March, but it was not on account of the quality of the pork. It is a regulation that the carcasses must be imported whole, whereas these Chinese hogs are minus their backbones on arrival here. In reply to a Nationalist member, Mr. Kilbride, who dislikes the competition with Irish bacon, Mr. Burns said he was sure all the pigs were white and not the black scavengers of China. Some of the pork that has met the regulations has been landed in London, but there does not seem to be a great field for it yet while. I am assured, though I cannot confirm it, that the rejected pork has gone to Germany to be produced in the sausage form beloved of our Teuton cousins. But that we are getting bigger supplies from various quarters is apparent from the fact that there has been a heavy falling-off in American imports of porked meats in the past few months. The advancing American prices doubtless accounts for a good deal of this, and the price of bacon here has advanced somewhat also.

"POT OF CAVIARE."

Having started his boxing play, the "House of Temperley" going successfully at the Adelphi, so that all the young bloods of the town are attending, and there is a remarkable revival of the "noble art" among them, Sir Arthur Conan Doyle has introduced a grim little curtain-raiser at the same house with a Chinese setting. The Boxer rising supplies the period. A small garrison of Europeans have held out to the last cartridge, the men shudder to think of the fate of the women once they fall into the hands of "those yellow devils," but none of them has the courage to put his secret thought into action—none save one. The old professor of entomology has been through a previous rising, his daughter perished in it, and his heart is steeled by the memory of her torment. He has kept this pot of caviare to the very last—the "Pot of Caviare" is the title of the piece. With the last flicker of the flame of hope he invites all to share this little luxury with him. He has impregnated it with a deadly poison and one by one the little garrison drops dead. The professor alone remains alive, waiting with an

evil smile the arrival of the enemy he has banked. The firing draws nearer and nearer, the doors are forced, and into the house of death bursts—the relief column. "Don't touch the caviare," shrieks the old man before he falls in a fit of maniacal laughter. The piece is rendered with great force, and the fixing of the moment of horror recalls Sherlock Holmes at his best.

THE BISHOP OF LONDON.

After his tour of the world in the interests of the Church Missionary Society, Bishop Ingham has come home a greater Imperialist than ever. He wishes "Little Englanders" would take a journey out of England, for they would come back with a sounder view of things. "I found," he said, "Chinese and Japanese schools and colleges with a perfect greed for the English language. A thoughtful Chinaman said to me: 'We recognise that, whether we will or not, we must in future have all sorts of dealings with Western peoples, and we think English the most suitable medium of communication.'"

CANALS IN MARS.

Professor Lowell, the American who has been telling the world at times why he thought Mars was inhabited and had "canals," has been over here. He gave a lecture and our astronomers gave him a cordial reception, even the most critical of them. They believe he is right, but some of them accept his theories about as much as they accept the story of Dr. Cook on the North Pole. For instance, Sir David Gill, formerly Astronomer Royal at the Cape, had a chat with Prof. Lowell afterwards and discussed his theories with him. A few nights ago Sir David gave the Ladies' Empire Club the benefit of that discussion. He pointed out to Professor Lowell that if water flowed through these "canals" they would have to be ten thousand feet deep at their lower ends. The Professor's reply was that the Martians were a clever lot of people and had evidently arranged a means of lifting the water and distributing it from "cases." Sir David went on to assert that such was the atmosphere that no water would reach its destination—it would be evaporated or route. "No," said the American, they have no doubt covered their canals." "Think of it!" ejaculated Sir David Gill. "Why pipes like those would carry more than the waters of the Nile. And all that has to be pumped! I told him I thought it was a tall order. I thought that was language that would be better understood in America than here."

A LOAN FOR CHINA.

There was such alarm in Europe over the Changhai disorders that when the news came negotiations for an international loan for China were suspended for a few weeks at least. British, French and German capitalists met in Paris, and it was possible that before this letter goes far on its way they may have approved the terms of the loan. It is to be for about twelve million sterling, issued in the three capitals—London, Paris and Berlin—and is for naval expansion and development of the central provinces.

SOCIAL.

Among the social announcements is the wedding at the end of June in Kensington of Mr. Arnold Savage Bailey, solicitor, London, and advocate and solicitor of the Straits Settlements youngest son of the late Alfred Bailey, barrister at law, and Miss Kate Edith Clow, youngest daughter of the late John Clow, solicitor.

STATUARY.

Sculptors have been busy lately. At last, after an unending ceremony by the Princess Louise, Dr. Johnson is to look down Fleet Street again, from the rear of St. Clements' Danes. Sir Henry Irving is to have a place behind the National Gallery, in the Charing Cross Road—and unless rumour is lying again, his son, H. B. Irving, and others will establish an Irving Memorial Theatre close by in the next twelve months or so. Also Mr. John Tweed has completed a statue of Lord Clive that is to be erected in London and Calcutta. The London cast will be placed near the India Office in Charles Street. It is a fine and impressive figure, suggestive of power and concentration.

THE TURKISH CROWN PRINCE.

An interesting visitor about to come here is the Crown Prince of Turkey, who, strangely enough, wants to study our Parliament. The tour he is to take is really the result of the visit of King Ferdinand of Bulgaria and King Peter of Serbia to Constantinople. In return the Prince will visit Sofia, Belgrade, Vienna, Berlin and London. On his return he will visit Paris and stay there a few days before going home by way of St. Petersburg. He is a gifted young man, and the Young Turks attach great importance to this tour.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 23rd at 11.55 a.m.—The depression lying between the Loochoos and the Bonins yesterday appears to be moving away over the Pacific to the S.E. of Japan. The low pressure area lying over the middle part of the China Sea yesterday is probably developing in the neighbourhood of the Macao Island Bank.

A second depression is approaching N. China from the Westward. Pressure is still high over the Yangtze valley and the Yellow Sea. Fresh to strong N.E. winds may be expected in the Formosa Channel and over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	N.E. winds, fresh or strong; fair equally.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Loochoos	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE HONGKONG "DAILY PRESS."]

May 4th.

A BIG FAILURE.

The chief topic of conversation on 'change this week has been the failure of Messrs. Knight, Yancey & Co. of Alabama with liabilities estimated at a million sterling. Liverpool is said to have been let in for from 25,000 to 30,000 bales, Bremen for 10,000, Havre for 8,000, Genoa for 6,000 bales and different mills for various amounts. Hamburg seems to have escaped altogether. It is feared that the documents accompanying the drafts against these shipments which have been accepted in due course, are for the greater part not worth the paper they are written on, as they bear no signature of the steamer agents, but simply the stamp of the railway companies, a circumstance the firm in question is supposed to have availed themselves of to draw bills against the several copies. Both the official receiver in the States and the consignor in Europe have laid an embargo on whatever cotton the steamers may bring, so that there will be no doubt a rich harvest for lawyers.

GERMAN COLONIAL TRADE.

According to a statement in one of our daily papers the trade between Germany and her colonies shows a decided improvement, having in round numbers risen from 58 million marks in 1908 to 70 last year; the exports from here amount to 40 1/2 millions, against 25 1/2 millions, the imports to 29 1/2 millions, against 22 1/2. The latter figure proves the economic importance of the development of the colonies to the mother country, which is further illustrated by the following figures of different kinds of produce received thence during the last two years.

From East Africa	3,914 tons sisal hemp, 560 tons cotton, 647 tons indiarubber and 843 tons coffee.
From South-west Africa	12,450 tons copper.
From the Cameroons	5,580 tons palm-kernels 2,490 tons cocoa, 2,154 tons indiarubber.
From Togo	30,780 tons Indian corn, 4,311 tons palm-kernels, 470 tons cotton and 179 tons indiarubber.
From Samoa	6,770 tons copra.

The following table gives a detailed account of the value of the exports to and from the different colonies in millions of marks:—

	Imports from 1908	Exports to 1908	Imports from 1909	Exports to 1909
East Africa	5.95	17.9	7.53	11.58
South west Africa	2.37	3.31	14.29	13.81
The Cameroons	8.52	11.11	6.49	7.03
Togo	3.70	3.76	2.26	3.41
New Guinea, &c.	1.04	1.23	1.25	1.35
Samoa	1.12	1.30	2.1	4.1
Kiauchow	11	10	3.50	3.26

Compared with the trade of Germany with the dependencies of other States these figures are not very remarkable, still they seem to bid fair for the future; in millions of marks the exports to and from the different possessions amount to:—

	German colonies	British	Dutch	French	Portuguese
Imports from	29	781	85	51	17
Exports to	41	240	40	10	9

The smallness of the exports to the French colonies is accounted for by the commercial policy of France, the object of which is to establish a monopoly of trade in favour of the mother country.

FESTIVAL EASTER DATE.

At a meeting of the Hansa-Bund in Berlin Herr von Hesse-Wartek, a well-known traveller, to whom, moreover, the introduction of the "middle European" time is in a great measure due, delivered an address on the urgent necessity of fixing a date for the celebration of Easter. He explained how important it was, for trade, that it should no longer be a movable feast, for whenever it fell early in the year and the weather was bad, the spring business invariably suffered, whilst when the date was a late one people preferred buying summer clothing to purchasing spring goods. The reports of numerous chambers of commerce testified to this. In 1840 that of Frankfurt a.M. had already pointed out the expediency of fixing a date for Easter, but although the idea met with warm approval by other commercial bodies, nothing came of the suggestion for want of united action. Various dates had been proposed, a majority of the chambers of commerce of Europe agreeing that the first Sunday after the fourth of April would be the most suitable. Others, as, for instance, the former director of the Berlin Observatory, Geheimrath Forster, had recommended the third Sunday after the spring equinox, but the arguments they adduced appeared of little practical value. He himself was in favour of the first Sunday in April, which, if the following plan were adopted, would always fall on the seventh of that month. The year consisted of 365 days, or four quarters of 91 days plus a day; this day Herr von Hesse-Wartek proposes should be counted a *dies non* and be New Year's day, the first of January to be the day after. In this manner the days of the week would fall on the same dates every year, and if the new system could be accepted all over the world in time, to come into force next year, when New Year's day is on a Sunday, the first of January would for ever after be on a Monday, the first day of the week, and the first Sunday in April the seventh of the month, a date which he thinks would be equally acceptable to the trade and to the religious communities.

There certainly seems a good deal to be said in favour of the suggestion at any rate the meeting passed a resolution to the following effect, that, considering the importance of fixing a date for the Easter festival and of introducing a new calendar more in accordance with modern requirements than the present one, government should be urged to take up the matter seriously and to endeavour to bring about an agreement between the civilized nations of

ITCHING PIMPLES FOR 11 MONTHS

On Girl's Face and Back—Back was Dreadful to See—Itching and Pain Kept Sufferer from Work for Weeks at a Time—Amazed at Prompt Cure Effected by Just

ONE SET OF CUTICURA SOAP AND OINTMENT

"Some time ago my back and face came out in a rash of pimples. They were not so common as my face, but my back was dreadful to see. The itching was very painful to bear. I was away from work for weeks at a time, but I did not consult a physician. I was sick of trying different remedies, and I was determined to try Cuticura. I bought a box of Cuticura Soap and Ointment, and I used it. The cure was complete after having been annoyed eleven months. I shall be glad to recommend Cuticura to my friends. Miss Jeanie Black, Lady Smith, Gray St., Perth, Scotland, June 28, 1908."

SKIN HEALTH
Effected by Cuticura Soap, Ointment and Resolvent.

The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis, the loss of hair and crusting of scalp, as in scalded head; the facial disfigurement, as in acne and ringworm; the awful itching, as in pruritus, and anxiety of worn-out parents, as in tetter or salt rheum—all demand a remedy of extraordinary virtue to successfully cope with them. Cuticura Soap, Ointment and Resolvent (liquid or pills) are such standards proved by unquestioned testimonials. Cuticura Remedies are sold throughout the world. A single bottle often cures. Write for a free sample to J. C. Cuticura, 27, Chamber St., New York, U.S.A. or to J. C. Cuticura, 10, Abchurch Lane, London, E.C. 4, England. Send for a free sample of Cuticura, with book on the skin.

the world on the lines proposed by Herr von Hesse-Wartek, the new calendar to come into force next year.

MARRIAGES NOT DECREASING.

The prevailing idea that marriages are on the decrease appears unfounded, at least as far as this country is concerned, for the annual average during the last three decades from the year 1879 to 1908 per 1,000 inhabitants has risen from 7.70 to 8.08 and 8.13. The increase is not very striking, still it shows no diminution, which is gratifying. Much depend, of course, on economic conditions, more couples entering into the state of matrimony in times of prosperity than in times of depression. In the same way marriages are fewer in the poorer agricultural districts, than in the wealthier population of towns, thus in 1908 the proportion in Eastern Prussia was only seven to a thousand inhabitants, whilst it reached eleven in Berlin and in Mecklenburg-Strelitz it was only 7.5, compared with 9.2 in Hamburg and 9.6 in Bremen.

MAY DAY.

The socialist demonstration on May 1 passed off quietly everywhere. The day being a Sunday the numbers taking part in the procession were greater than on previous occasions, being estimated at 100,000 in this town, in spite of the unfavourable state of the weather. The people appeared to enjoy their "May promenade," as they call it, they were all of them well dressed and most orderly, and it is remarkable how little drunkenness was observable, which is no doubt to be ascribed to the wholesome character of the light beer they consume.

THE CHINESE MARITIME CUSTOMS.

In the House of Commons on April 27th—Mr. Earl Stanhope asked the Government what was the nature of the changes which the Chinese Government had made or proposed to make in connection with the Imperial Maritime Customs Service by the establishment of a Board of Control, what were the powers and composition of the Board, and whether in view of the recent changes in the personnel of the Board, His Majesty's Government would insist upon a full recognition of the Inspector-General's undivided control over the personnel and finances of the Chinese Imperial Customs in accordance with the Loan Agreements of 1896 and 1898.

The Earl of Crewe said that the changes resulting from the creation of the Board of Control, or, as it was more technically called, the Revenue Council, had so far been purely departmental changes of form, and the position of the Inspector-General in relation to the Chinese Imperial Customs remained unaltered. In view of the fact that no specific instances of interference on the part of the Revenue Council with the Inspector-General had been brought to the notice of the Foreign Office, there did not seem to be, at present, any reason for pressing further representations on the Chinese Government in regard to the composition of the Board.

The Marquis of Londonderry said he was under the impression—though he was bound to say his knowledge of these affairs was not very recent—that there had been continual attempts on the part of the Chinese Government to set up a Chinese Commission, composed of Chinese officials, and invested with powers of control over the Imperial Customs Service. It was quite clear that such a state of things would be a violation of all the pledges and assurances which had been given by the Chinese Government. He gathered from the statement of the noble earl that His Majesty's Government were satisfied, on the whole, that the Revenue Council had not attempted to usurp any new functions. As was well known, Sir Robert Bredon had recently resigned the post of Inspector-General, and he should like to know whether a British official was to be appointed to fill the vacancy, and whether this official would be in a position not less strong and independent than the position formerly occupied by Sir Robert Bredon.

The Earl of Crewe said he had no information on that point. But it was stated by the Chinese Government that Sir Robert Bredon's appointment was of a purely honorary character. The subject then dropped.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

OFFICER'S WIFE in England desires care of one or more Children to Educate with own; bracing seaside. —BRETT, 20, East Cliff, Dover, England. [671]

TO LET.

NO. 7, CONDUIT ROAD, 4 Rooms, with Garden and Detached Servants' Quarters, Gas, Electric Light. From 1st June.

H. M. H. NEMAZEE,

Hongkong, 24th May, 1910. [672]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (For Account of the Concerned),

On SATURDAY,

the 28th May, 1910, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

The following Salvage as a "TASMAN" —

3 1/2 CLOCKS, 2 PATENT LOGS, 1 PATENT SOUNDING MACHINE, 1 FLAG, 2 COMPASSES, 1 MERCURIAL BAROMETER, 1 TELESCOPE, 1 RULER, 1 SIGNAL BOOK, 1 SAILING DIRECTION BOOK,

1 TYPHOON BAROMETER, 1 WIND INDICATOR, 3 CHRONOMETERS, AND

ONE NEW METAL BAND SAW AND TWO NEW EMERY DRILL CYLINDERS. Catalogues may be had on application.

Terms: — As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 24th May, 1910. [673]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

British Prestige.

Britain's Opportunity.

Changing China.

Timely Words.

Japan's Fiscal Policy.

His Late Majesty.

Railway Prospects.

Random Reflections.

Hongkong News.

The Kowloon Shooting Affair.

Hongkong Sanitary Board.

The Christian Brothers.

Halley's Comet.

Another Escape from Victoria Gaol.

A Shanghai Fatality.

More Pirates in Hiding.

Canton News.

Shameless Municipal Council.

Hongkong Legislative Council.

Report of the Superintendent of Prison.

Report of the Hongkong Port Office.

New Chinese Minister to Germany.

Volunteer Reserves.

The Royal Intermont.

St. John's Cathedral.

Union Church Service.

Zoroastrian Service.

Jewish Service.

The King's Statue.

Masonic Sympathy.

Supreme Court.

Miscellaneous Notes.

Correspondence:

Refuge for Insane at Canton.

Boys' Brigade and Scouts.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 24th May, 1910.

THE SWATOW DRAWN WORK CO.

17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Lacers from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FILING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [38]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [495]

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 28th day of May, 1910, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 25th inst., to 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 18th May, 1910. [655]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on TUESDAY, the 31st instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1909.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 26th inst., to WEDNESDAY, the 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 21st May, 1910. [668]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE (Pink) No. 272 for the Balance of Interests Value as on the 31st December, 1908, between One Share of the UNION INSURANCE SOCIETY OF CANTON, LTD., and Ten Shares of the CHINA TRADERS' INSURANCE COMPANY, LTD., Registered in the name of JOSEPH WILLIAM CARLIN, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 15th August, 1910, a NEW CERTIFICATE in respect thereof will be issued, and the old Certificate thereafter be held by the Society as Null and Void.

By Order of the Board of Directors,

JAMES WHITTALL,

Acting Secretary.

Hongkong, 13th May, 1910. [630]

INSURANCE

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st December, 1909: £19,121,310.

I. Authorized Capital ... £6,000,000

Subscribed Capital ... £2,750,000

Paid-up Capital ... £1,250,000

II. Fire Funds ... £3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN TOMES & CO.,

Agents.

Hongkong, 15th January, 1909. [593]

DAVID GORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO

Sole Agents.

1535

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.

Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [623]

THE SWATOW DRAWN WORK CO.

17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Lacers from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

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NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FILING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [38]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [495]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Government Notification No. 138 of 13th inst. and Ordinances No. 6 of 1875 and No. 14 of 1903, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (TUESDAY), 24th May, respectively.

Hongkong, 19th May, 1910. [652]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN Accordance with Government Notification, No. 138 of 13th inst. and Ordinances No. 6 of 1875 and No. 14 of 1903, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (TUESDAY), the 24th May, respectively.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 20th May, 1910. [653]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN Accordance with Government Notification, No. 138 of 13th inst. and Ordinances No. 6 of 1875 and No. 14 of 1903, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (TUESDAY), the 24th May, respectively.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 20th May, 1910. [659]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Office to 5, QUEEN'S BUILDINGS, CHATER ROAD, hitherto occupied by the National Bank of China.

E. S. KADOORIE & Co.

Hongkong, 14th May, 1910. [633]

LEGAL.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that from and after MONDAY, the 30th May, 1910, the Offices of the undersigned Solicitors and Notaries will be REMOVED to the FIRST FLOOR of No. 8, DES VOEUX ROAD CENTRAL (Corner of Ice House Street).

HASTINGS & HASTINGS.

Hongkong, 23rd May, 1910. [665]

IMPORTANT NOTICE.

WE beg to inform our Customers and the Public of Hongkong and Coast Ports, that we have REMOVED from our Premises at No. 5, D'ALMEIDA STREET to Nos. 38-40, QUEEN'S ROAD CENTRAL, (lately occupied by Messrs. Sennet Freres) opposite Messrs. Look Hing & Co.

H. RUTONJEE & SON.

Hongkong, 23rd May, 1910. [666]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Government of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from

SIEMSEN & Co.,

(Machinery Dept.), Hongkong,

Sole Agents.

Hongkong, 8th December, 1909. [1494]

GRACA & CO.

27, DES VOEUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Pictures and Paintings 1909, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [475]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.

SYPHONS ... at \$2.00 each.

BULBS ... at 0.90 per box.

WHOLESALE BUYERS

Can obtain at London price from

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS

246 and 248, Des Voeux Road, Central, Hongkong.

TO LET.

TO LET.

"HARPERVILLE" GARDEN ROAD. LARGE HOUSE, with Tennis Court and detached Servants' Quarters. Electric Light.

Apply to—

PERCY SMITH & SETH,

5, Queen's Road Central.

Hongkong, 4th May, 1910. [596]

TO LET.

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [474]

TO LET.

NO. 4, BARROW TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN PROCUATION.

Hongkong, 10th March, 1910. [383]

TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des Voeux Road Central.

"DARTMOOR", No. 13, CONDUIT ROAD.

A HOUSE in ELTON TERRACE.

OFFICES in No. 2, Connas Road, 3rd Floor.

NO. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1910. [325]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—

ARRATON V. APCAR & Co.,

14, Des Voeux Road, Central.

Hongkong, 3rd March, 1910. [365]

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

One GODOWN in MASON'S BANK.

Apply to—

DAVID SASSOUN & Co., LTD.

Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Voeux Road, Central.

Apply to—

MESSRS. PERCY SMITH & SETH,

5, Queen's Road, Central.

Hongkong, 22nd March, 1910. [440]

TO LET.

Kine's Buildings.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, new 5-Roomed Houses.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

GODOWN D, in DUNDRELL STREET.

ONE SMALL GODOWN, in DUNDRELL STREET.

A 7-ROOMED HOUSE in MacDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier.

No. 71, WYNDHAM STREET.

ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

No. 3, DES VOEUX VILLAS, PRAYA. Newly done up.

Nos. 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheap rental.

No. 9, BEACONSFIELD ARCADE (Shop). BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

PREMISES at SHAMWATER, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE.—FOR ONE, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 20th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1910. [88]

AUCTION

PUBLIC AUCTION.

NOTICES TO CONSIGNEES

NORDDEUTSCHE LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 23rd inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd inst. at 9.30 a.m.

All Claims must reach us before the 27th
inst., or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

This Steamer brings Cargo
Ex. S.S. "HALL" from Rio de Janeiro.
Ex. S.S. "SCOUT" from Naples.
Ex. S.S. "KONG" from Zanzibar and
Mombasa.

Transhipped at Port Said.
NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 17th May, 1910. [5]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA,"
Captain Kotze, having arrived, Consignees
of Cargo are hereby informed that their
goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, whence
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given before To-day.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 24th inst. at 3 p.m.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex. s.s. "Tore" from Akus
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 19th May, 1910. [657]

"GLEN LINE OF STEAMERS."

FROM ANTWERP, MIDDLESBRO, HULL,
LONDON AND SINGAPORE.

THE Steamship

"GLENLOCHY,"
Captain E. J. Sheppard, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
Kowloon, and stored at Consignees' risk and
expense.

All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on THURSDAY, 26th inst., at 3 p.m.

All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 26th inst. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th May, 1910. [664]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Dordogne" from Havre ex
s.s. "Dordogne" in connection with above
Steamer, are hereby informed that their
goods with the exception of Treasure
and Valuables are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong-Kowloon Wharf and Godown Co., Ltd.,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, 23rd inst., requesting it
to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
the 30th inst., at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 31st inst., or they will not be recognized.

All damaged packages will be examined on
the 30th inst., at 3 p.m.

No Fire Insurance has been effected.

F. THOMAS,
Agent.

Hongkong, 21st May, 1910. [2]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.)

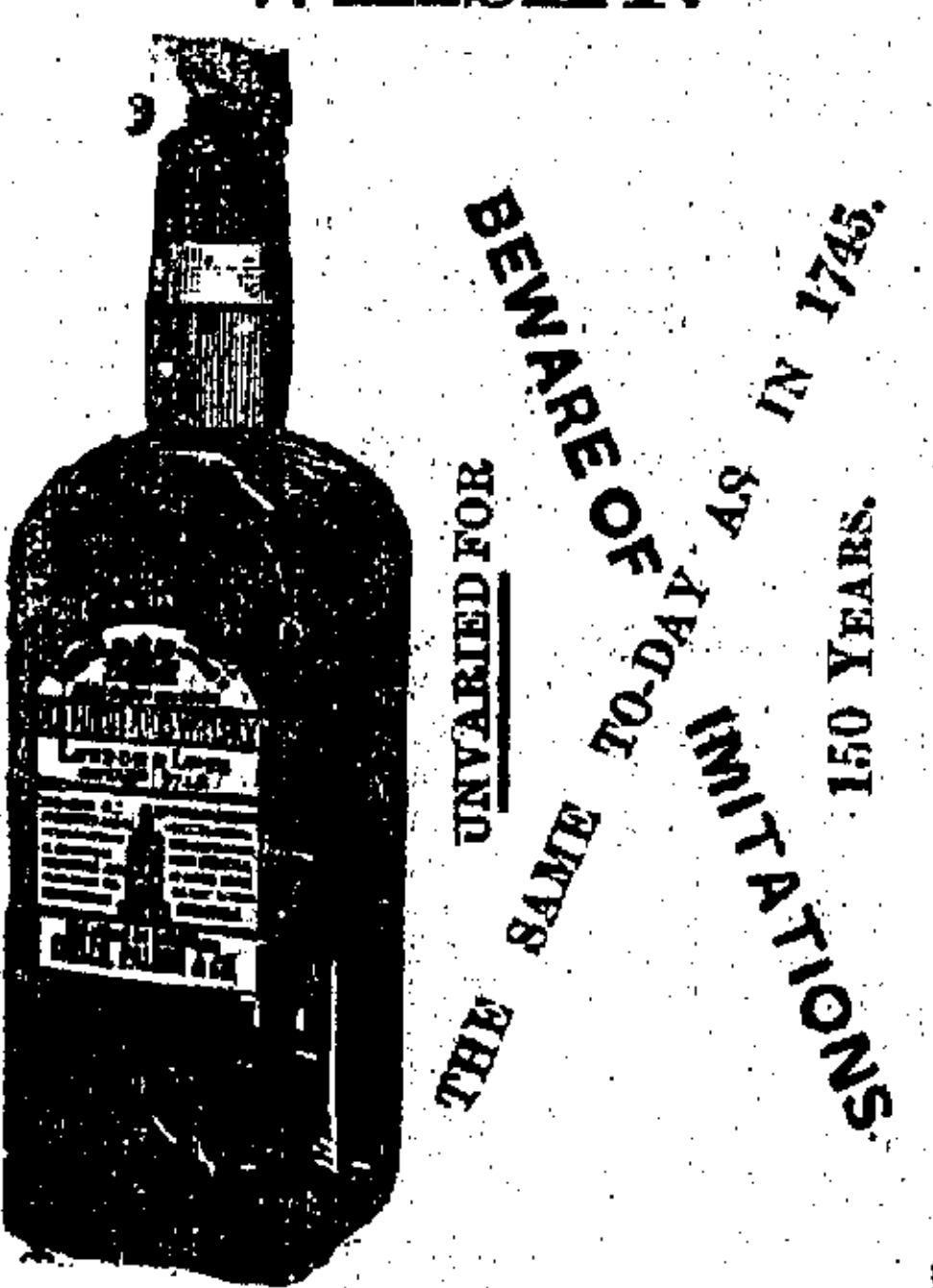
THE VOLUME which consists of 461
pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of K'weli, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENKIE.

Its description of Chinese Social Customs
and Superstitions, combined with this insight
it gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at Home.

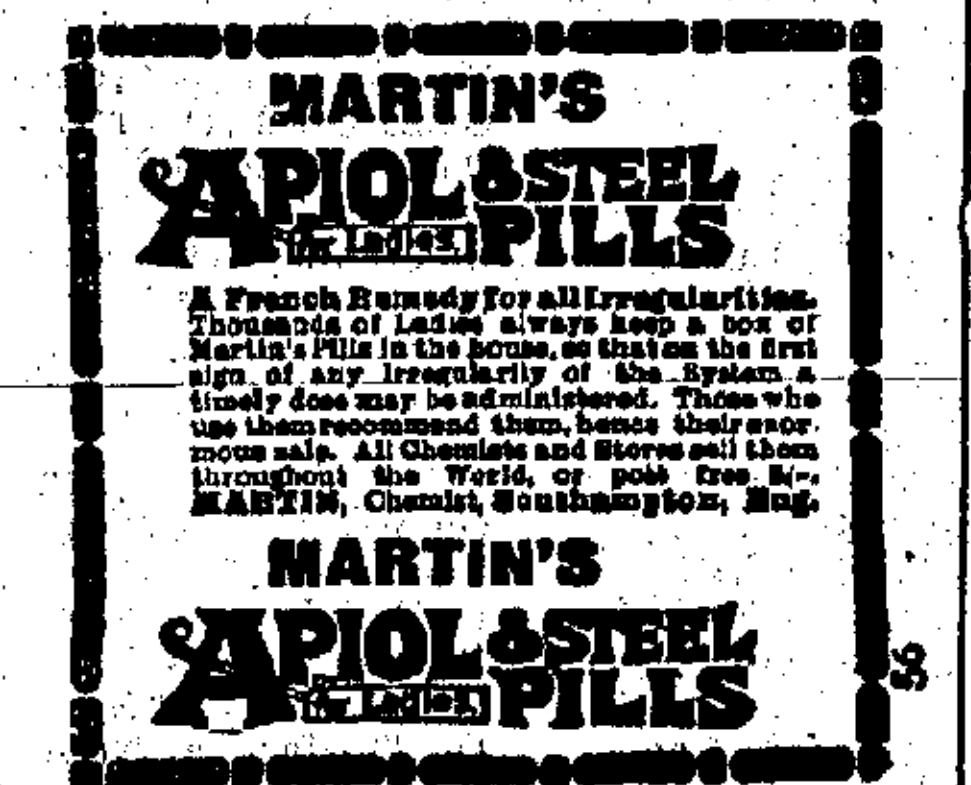
Well bound in Yellow Cloth with Chinese
Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KIMLY & WALSH
LTD., Messrs. BREWER & Co., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]



MARTIN'S APOL STEEL PILLS

MARTIN'S APOL STEEL PILLS

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LORD KITCHENER'S ARRIVAL
IN LONDON.

Lord Kitchener set foot in London on April
27th for the first time after nearly eight
years spent in the service of the Empire abroad.
His welcome at Waterloo was one of the wildest
enthusiasm.

Platform No. 4, at which Lord Kitchener
was to arrive, was the centre of a surging mass
of people. Only privileged persons were allowed
on the platform itself, but the adjacent platforms
and the roadway between Nos. 4 and 5 were
packed with spectators.

Not more than half a dozen of those in
waiting knew in which part of the long train
Lord Kitchener was travelling. His saloon
was the next carriage but one to the engine,
and when he stepped out there was practically
a clear space round him.

A little cheer went up, but the enormous
crowd, seeing nothing, thought it was a false
cry, and a round of handshakes had been com-
pleted before the people realised that "K."
was really there.

Then there was a deafening roar. Every-
body shouted his loudest, and hats, sticks, and
umbrellas were waved in the air.

As Lord Kitchener alighted from the train
Lord Knollys, who was only two steps from
the door, greeted him on behalf of the King
with a vigorous handshake.

Sir Arthur Bigge, representing the Prince
of Wales, was the next to welcome him, and
then followed Lord Roberts.

Lady Salisbury, and Sir George Reid, High
Commissioner of the Commonwealth of Aus-
tralia, were the next to extend cordial greetings.

"Kitchener has not altered a bit," declared
Lord Roberts to a friend while the greetings
were taking place.

Lord Kitchener looked the picture of health.
His face has been burnt to a deep ruddy
brown by the sun, and he wore a long coat
and a soft brown hat, and as he stood on the
platform he looked, as one of the crowd ex-
pressed it, "fit enough for anything."

Lord Kitchener was particularly glad to see
on the platform his little godchild, Herbert
Maxse, who came with his father, Colonel
Maxse. "K." who, despite his hard, deter-
mined features, is very fond of children, shook
hands with the little boy, and patted him on the
head.

A great number of distinguished officials of
the War Office, the India Office, and other
Government Departments were also at the
station. After a few words with each express-
ing how happy he was to be back in England once
more, Lord Kitchener walked across the plat-
form and entered a motor-car which was waiting
for him.

Then the cheers of the enormous crowd
broke out again, and as the car went down the
steep incline leading out of the station, great
cavalcades of people who pressed into the middle
of the roadway.

The subject of Lord Kitchener's future was
raised at question time in the House of Com-
mons next day by Mr. Arthur H. Lee, but Mr.
Haldane was very guarded in his replies, and
would give no definite answer except that "in
due course" he would state what would be his
duties attaching to Lord Kitchener's new post
of High Commissioner in the Mediterranean.

The following discussion took place—
Mr. Lee—Is it intended that Lord Kitchener
shall now take up his duties as High Commis-
sioner in the Mediterranean, and if so on what
date? Will he establish his headquarters at
Malta; and what arrangements have been made
for the effective discharge of the duties of his
office since his appointment in the autumn of
last year?

Mr. Haldane—It is proposed that Lord
Kitchener shall take up the duties of Field
Marshal Commanding-in-Chief in the Medi-
terranean on or very shortly after his arriv-
al in this country, his headquarters in that
capacity being at Malta. Since his appoint-
ment on the resignation of the Duke of Con-
naught the duties of the office have been car-
ried out by Sir H. Fortescue Walker, the Governor
and Commander-in-Chief.

Mr. Lee—Why was it considered necessary
by the Government to make this appointment
in such haste in the autumn of last year, when
it was not intended that the duties should be
taken up until at least six months later?

Mr. Haldane—It is usual to fill up such
appointments six months or so before they
actually become vacant, following the analogy
of the Admiralty. The reason is that time is
wanted for making the arrangements, and it is
desirable that the appointments shall be
announced beforehand.

Mr. Lee—Will the Secretary for War say
whether during the period Sir H. Fortescue
Walker has been occupying the office, he has
carried out the duties of inspecting the troops in
S. Africa?

Mr. Haldane—There has been no occasion for
him to do this. Lord Methuen has been here.

Mr. Gibbon Bowles—Will the right hon.
gentleman consider whether the duties cannot
be continued to be carried out by Sir H.
Fortescue Walker without calling on so eminent
a general as Lord Kitchener to take them up?

Mr. Haldane—That depends on what the
duties are, and in due course I shall be able to
state the duties.

Mr. Lee—Is not the right hon. gentleman
aware that he stated in this House last autumn
that the duties were to include the inspection of
troops in South Africa? Is it intended to
abandon that?

Mr. Haldane—I have never suggested any-
thing of the kind. The duties will include the
inspection of troops in South Africa, and there
will be other duties, which I shall be prepared
to discuss at the proper moment.

THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel
Montagu & Co.'s bulletin circular dated April
28th—

The silver market continues in good heart,
last Friday there was a sharp squeeze of the
"bars" in Bombay, and the spot quotation
rose 1/2 from 62 1/2 to 63 rupees per 100 tolas,
whilst the price of silver, shipment from London,
merely moved up 1/2 from 62 1/2 to 62 3/4. Orders
from that market and elsewhere came freely to
this side, the London price responding by an
advance to 24 1/2. At this quotation supplies
have been large; nevertheless the demand swept
them off so readily that the price again advanced
yesterday to 24 3/4, and to-day reached 24 1/2,
a quotation not exceeded since July 26, 1906,
when 25 1/2 was recorded. We may point out
that during the past seven weeks the price has
risen practically without a break, and to-day's
quotation shows an advance of 61 per cent. in
duty-free countries and 17 per cent. in India.
This in spite of sales on an abnormally large
scale, estimated at over £5,000,000. The position
at present is that although China is nearly
sold out on this side, and the stock of specie in
Shanghai has not increased, the demand seems
to be as keen as ever. In spite of all this buy-
ing, both in "spot" and "forward," very little
has as yet actually been shipped.

Subjoined is Messrs. Montagu & Co.'s
circular dated April 29th—

The price of silver, which was 24 1/2 on the
date of our last circular, has advanced during

the week to 24 1/2, which is the highest
quotation since June, 1908, and although to-day
there has been a slight reaction to 24 1/4,
the undercurrent of the market is good and there
are no signs of any serious relaxation at present.
The recent buying, which has been on a very
large scale and has caused the rise of 1 1/2 per
cent. during the last few weeks, is thought to
be largely speculative by Indian operators in
view of the possibility of the Indian Government
buying later in the year, but whether speculative
or for consumption less remote, a continuance
of this buying may cause a further advance. The
China rates have continued to harden in
sympathy with silver and there have been no
large sales by China in this market, though we
hear of sales and shipments direct to Bombay.

THE DEATH OF KING EDWARD.

The sad news of the death of King Edward
last gloom over Peking, where it was realized,
probably more acutely than in other parts of
the Chinese Empire, what a great loss the
British Empire and the world in general had
suffered. After the receipt of Reuter's telegram
on Friday evening which gave the first news of
the King's illness, there was such a brief space
before the end came that everybody was
astounded at the news. Since then, says the
Peking correspondent of the N.Y. Daily News,
has been shown here, especially by the Chinese,
who have left nothing undone, officially, privately
and through the Press to show their appreciation
of the successful efforts of King Edward in the
cause of peace.

The official announcement of
King Edward's death and the accession of
King George was made by proclamation at noon
on Monday inside the Legation grounds. There
was a parade of troops under Colonel Anderson.
All the Legations were represented, although
the notice left a bare margin of time. On
Tuesday afternoon Prince Ching called at
the British Legation to express officially the
Chinese Government's condolence.

The Chinese Press published many sym-
pathetic articles and their references to King
Edward showed that the Chinese were thorough-
ly aware of his great pacifying influence on
European politics, no less than the fact that
affairs in China are to no small extent subser-
vient to the trend of events abroad. A characteristic
freely has been disclosed at Tientsin, however,
and the weird suggestion which embodies it is
now circulating at the Capital. It was the
publication by a Chinese newspaper of the idea
that Halley's Comet had caused the death of
King Edward. The paragraph was accompanied
by the comment that it was evident that the
astral visitor was a thing of ill-omen to China,
and that as the comet had vented its wrath on
that Power China might escape. It was an
ingenious speculation and one that might have
a good effect on the minds of the Chinese. And
as such it has received no check.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

593

HONGKONG TIDE TABLE.

From May 24th to 30th, 1910.

HIGH WATER.

Low WATER.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 23rd

Barometer ... 29.91 ... 29.96 ... 29.98

Thermometer ... 78 ... 76 ... 77

Humidity ... 65 ... 49 ... 45

Wind direction ... E ... E ... E

Force ... 8 ... 8 ... 8

Clouds ... 0 ... 0 ... 0

State of sky ... Clear ... Clear ... Clear

Temperature ... 78 ... 76 ... 77

Wetness ... 0 ... 0 ... 0

Direction of wind ... E ... E ... E

Force of wind ... 8 ... 8 ... 8

Direction of current ... E ... E ... E

Force of current ... 8 ... 8 ... 8

Direction of surface current ... E ... E ... E

Force of surface current ... 8 ... 8 ... 8

Direction of bottom current ... E ... E ... E

Force of bottom current ... 8 ... 8 ... 8

Direction of surface current ... E ... E ... E

Force of surface current ... 8 ... 8 ... 8

Direction of bottom current ... E ... E ... E

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Force of bottom current ... 8 ... 8 ... 8

Direction of surface current ... E ... E ... E

Force of surface current ... 8 ... 8 ... 8

Direction of bottom current ... E ... E ... E

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	May 25th	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	May 25th	See Special of Call.
STRAITS, COLOMBO, PORT PALAWAN, SAID, MARSEILLES and LONDON	Capt. C. R. Longdon, R.N.R.	About 1st June	Freight and Passage.
SHANGHAI, NAGASAKI, KOBE and YOKO.	Capt. G. M. Monford, R.N.R.	About 2nd June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 p.m.
SHANGHAI, AMOY, NINGPO, CHEFOO & NEWCHANG	"SHAOSHING"	On 26th May, 4 p.m.
SHANGHAI, AMOY, NINGPO, CHEFOO & NEWCHANG	"PAOTING"	On 27th May, 4 p.m.
SHANGHAI, AMOY, NINGPO, CHEFOO & NEWCHANG	"LINAN"	On 28th May, 4 p.m.
SHANGHAI, AMOY, NINGPO, CHEFOO & NEWCHANG	"HUICHOW"	On 31st May, 4 p.m.
SHANGHAI, AMOY, NINGPO, CHEFOO & NEWCHANG	"ANHUI"	On 2nd June, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo beated through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 24th May, 1910.

AGENTS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 21st May, 1910.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed. day, 25th May, Noon.
SHANGHAI	"HANGSANG"	Thursday, 26th May, Noon.
MANILA	"LOONGSANG"	Friday, 27th May, 4 p.m.
TIENTSIN	"CHEONGSANG"	Wed. day, 1st June, 4 p.m.
MANILA	"YUNBSANG"	Friday, 3rd June, 4 p.m.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 10th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG" and "HANGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 24th May, 1910.

GENERAL MANAGER

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 24th May, at 10 A.M.
"HAITAN"	SWATOW, AMOY and FOCHOW.	FRIDAY, 27th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE-PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 23rd May, 1910.

GENERAL MANAGERS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUZO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Eraser	9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 26th June, at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 22nd June, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao	7,000	TUESDAY, 18th June, from KOBE.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and SHIMIZU	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 24th May, at 4 P.M.
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 21st June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 8th July, at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura	6,000	WED'DAY, 25th May.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	MONDAY, 30th May, A.M.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 31st May.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 8th June, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 28th May, Noon
ZAFIRO	2540	R. Rodger	Manila	On 4th June, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. [12]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. WESTPHALIA	4th June.
S.S. ARABIA	15th June.
S.S. MECKLENBURG	1st July.
S.S. SCANDIA	14th July.
S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

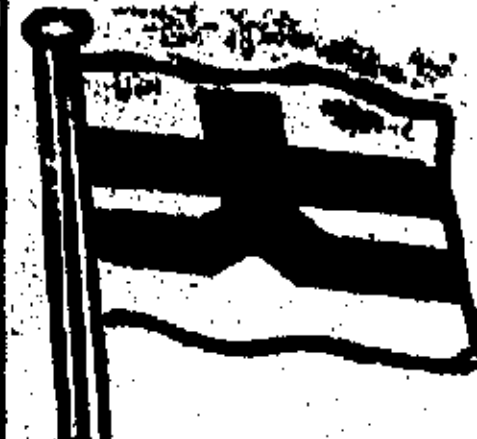
HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. HELGOLAND	25th May.
FOR MARSEILLES, HAVRE & HAMBURG	S.S. SILENTIA	26th May.
FOR HAVRE & HAMBURG	S.S. SENEGBAMBIA	10th June.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SILVIA	About mid. of June.
FOR HAVRE & HAMBURG	S.S. SUEVIA	23rd June.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. ARCADIA	About end of June.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKO.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA VIA MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. —	—	WED'DAY, 29th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated ABOARD. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WED'DAY, 25th May, at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 29th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUKENO	THURSDAY, 2nd June, at 8 A.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins ABOARD.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office.

32, WATER STREET, YOKOHAMA.

662

55 & 57, DES VŒUX ROAD.

[537]

THE BEER THAT'S BREWED TO SUIT THE CLIMATE.

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST

SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER.

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BEAT.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ABBATOON APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 28th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a fully certified doctor.

RETURN TOURS TO JAPAN

(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 23rd May, 1910. [669]

VESSELS EXPECTED.

THE INDIAN MAIL.

The Apar str. Arracan Apar from Calcutta, left Singapore on the 19th instant afternoon, and may be expected here to-day.

THE ENGLISH MAIL.

The P. & O. str. Asaga left Singapore for this port on the 20th inst., at 7 p.m., with the outward English Mail, and is due here to-morrow at about 4 p.m.

THE CANADIAN MAIL.

The C.P.R. str. Empress of Japan arrived at Shanghai at 10 p.m. on the 22nd inst., and left again at 9 a.m. Monday for Hongkong, where she is due to arrive at 5 p.m. to-morrow.

THE AUSTRALIAN MAIL.

The I.G.M. str. Prinz Sigismund left Sydney on the 7th inst., at noon, and may be expected, here on or about the 29th inst.

The E. & A. str. Eastern from Sydney, &c., left Port Darwin for Timor, Manila and Hongkong on the 23rd inst.

THE AMERICAN MAIL.

The P.M. str. Asia left San Francisco on the 10th inst., via Honolulu, Japan, and Shanghai, and is due here on the 7th prox.

MERCHANT STEAMERS.

The Austrian Lloyd's str. China left Shanghai for this port on the 20th instant, and is due here to-day.

The N.Y.K. str. Tosa Maru (Bombay Line) left Bombay for this port on the 8th instant, and is expected here to-day.

The E.-A. Line str. Belgavia left Hankow on the 18th instant a.m., and may be expected here to-morrow.

The Apar str. Gregory Apar, from Kobe, left Moji on the 21st instant morning, and may be expected here to-morrow.

The Bank Line Ltd.'s str. Kumeric left Victoria, B.C., on the 7th inst., for Hongkong via Japan ports.

The O.S.K. str. Fife-patrik left Tacoma on the 21st ult., for this port via Japan ports, and is expected to arrive here on or about the 31st inst.

The O.S.K. str. Tacoma Maru left Tacoma on the 30th ult., for this port via Japan and Manila, and is expected to arrive here on or about the 8th prox.

ON SALE.

BOUND VOLUMES of the HONGKONG

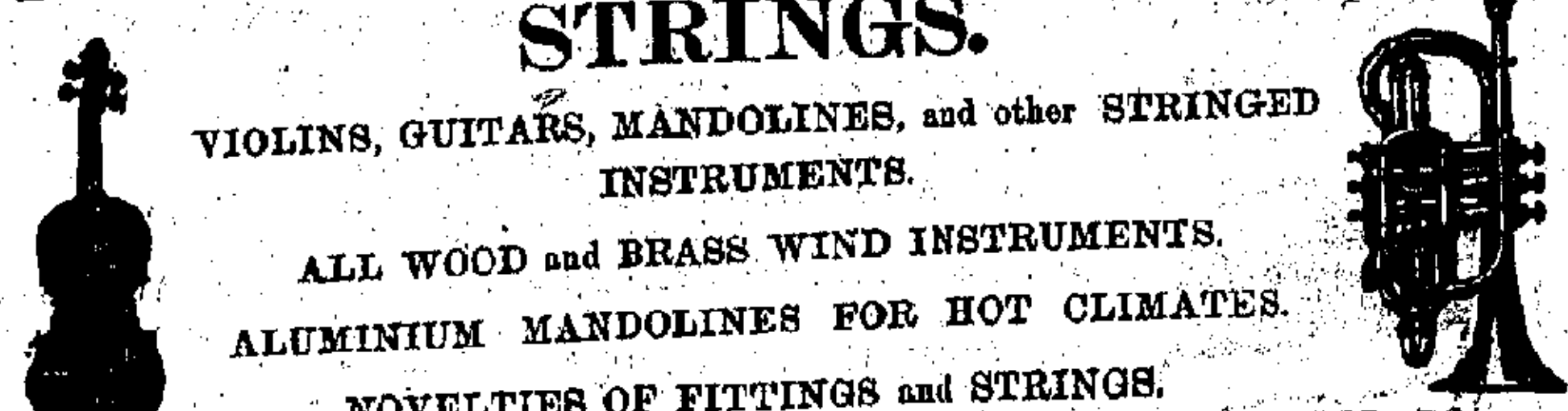
WEEKLY PRESS, July to December,

1909. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 29th January, 1910.

MUSICAL INSTRUMENTS AND STRINGS.



VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEORGE SCHUSTER, MARKNEUKIRCHEN 76.

For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

VICTORIA DAY.

Today, being a Public and Bank Holiday, the Post Office will be closed after the despatch of the French Mail for Europe and the Canadian and U. S. Mail at noon. There will be a collection from the pillar boxes and a delivery of letters as on Sundays. The Money Order Office will be entirely closed.

The *Assaye*, with the English mail of the 23rd ultimo, left Singapore on Friday, the 20th inst. at 7.30 p.m., and may be expected here to-morrow, at 4 p.m. The parcel mails closed in London for despatch by the all sea route on the 23rd April and for despatch overland on the 27th April.

The *Empress of Japan*, with the Canadian mail, left Shanghai on Monday, the 23rd instant, at 9 a.m., and may be expected here to-morrow, at 5 p.m.

FOR	PER	DATE
Holbow and Tourane	Amigo	Tuesday, 24th, 8.00 A.M.
Bangkok	Landrat Schriff	Tuesday, 24th, 8.00 A.M.
Bangkok	Bangkok	Tuesday, 24th, 9.00 A.M.
Bangkok	C. Diadriahsen	Tuesday, 24th, 9.00 A.M.
Bangkok and Haiphong	Pheumpanh	Tuesday, 24th, 9.00 A.M.
Bangkok	Sui Tai	Tuesday, 24th, 9.00 A.M.
Bangkok	Hachung	Tuesday, 24th, 9.00 A.M.
Bangkok, Amoy and Foochow	Tamba Maru	Tuesday, 24th, 9.00 A.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Chimon, Yokohama, Victoria & Seattle	Teau	Tuesday, 24th, 9.00 A.M.
Manila	Monteagle	Tuesday, 24th, 10.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE		Tuesday, 24th, 10.00 A.M.

EUROPE, & C. INDIA VIA TUTTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Anping	Sosho Maru	Wednesday, 25th, 9.00 A.M.
Singapore, Penang and Calcutta	Kunwang	Wednesday, 25th, 11.00 A.M.
Madras, Chittagong, Samang, and Sourabaya	Tijmahi	Wednesday, 25th, 11.00 A.M.
Manila	Sui Tai	Wednesday, 25th, 1.15 P.M.
Manila and Sandakan	Borneo	Thursday, 26th, 8.00 A.M.

YOU WON'T BE SATISFIED WITH THE SO-CALLED LAMPS "JUST AS GOOD AS OSRAM"

"OSRAM" LAMPS ARE THE MOST ECONOMICAL LAMPS IN THE COLONY. THE LONGEST AND BRIGHTEST LIFE. AND MANUFACTURED IN GREAT BRITAIN.

BUY BRITISH GOODS AND SAVE 70% OF YOUR ELECTRIC LIGHT BILL EVERY MONTH. OSRAM LAMPS STOCKED IN 16, 32, 50, 100, 200 AND 400 CANDLE POWER.

SOLE AGENTS FOR SOUTH CHINA: **WILLIAM C. JACK & CO., LTD.** ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.

ALSO STOCKED AND SOLD BY THE HONGKONG ELECTRIC CO., LTD. THE DRAGON CYCLE CO. F. BLACKHEAD & CO. THE TSANG KWONG CO.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815. LONDON ADDRESS: 3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

"★★★★★"

"★★★★"

"★★★"

"★★"

"★"

"IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, C.P. & CO.'S "SPECIAL BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.



TOBACCO YOU CAN ENJOY.

OLD ENGLISH CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special vacuum process. It therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing $\frac{1}{2}$ lb. with a handsome carved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 21ST, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of China, Limited	8,604	12/6	12/6	\$10, buyers
China Bank of Commerce, Limited	60,000	\$12	\$11	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 132
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Shanghai Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 74
Shanghai Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 250
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$59
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5	all	\$59, sellers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122
KEWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$74, sales
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$107 1/2
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$83 1/2
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	all	\$160, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$346, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$51
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$50, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$8, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$150, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$177, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$33, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$72
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$26.10
Star Ferry Company, Limited	10,000	\$10	\$10	\$182, sales
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
STROES AND UPHOLSTERIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sales & sel.
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$113, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300
RUBBERS.				
Singapore and Johore	—	—	—	\$22 (Str.)
Belgumies	—	—	—	\$22 (Sta.)
Pagoda	—	—	—	\$55 (Sta.)
Anglo-Malays	—	—	—	31/6
Catfield, fully paid	—	—	—	130/-
Highlands and Lowlands	—	—	—	111/- prem.
Kannings	—	—	—	210/-
Kuala Lumpur	—	—	—	105/-
Leibury's	—	—	—	66/-
Linggis	—	—	—	41/-
Sapong	—	—	—	85/-
Shelford	—	—	—	200/-
Sungei Kapers	—	—	—	155/-
United Sanyang	—	—	—	80/-
Bekit Kajangs	—	—	—	47/6 prem.
Eastern and International	—	—	—	38/-
London Ventures	—	—	—	8/-
Sumatra Paras	—	—	—	112/6
Marlmann	—	—	—	—
Batu Tigas	—	—	—	—

Loans	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

May 23rd.

ON LONDON:—	
Telegraphic Transfer	1/8
Bank Bills, on demand	1/8
Bank Bills, at 30 days' sight	1/8
Bank Bills, at 4 months' sight	1/8
Credits, at 4 months' sight	1/8
Documentary Bills 4 months' sight	1/8
ON PARIS:—	
Bank Bills, on demand	227
Credits, at 4 months' sight	230 1/2
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	45
ON BOMBAY:—	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:—On demand	74 1/2
ON MANILA:—On demand—Pesos	88
ON SINGAPORE:—On demand	76 1/2
ON BATAVIA:—On demand	107 1/2
ON HAIPHONG:—On demand	34 1/2
ON SAIGON:—On demand	3 1/2
ON HONGKONG:—On demand	86 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.90
SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$2.70
Hongkong	10	\$9.19
Hongkong	10	\$9.55

SIEMSEN & CO.,

Hongkong.

Machinery Dept.

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Transformers, Arc Lamps, Meters, Measuring Instruments and Switchboards.
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OPIUM.

May 3rd.

Quotations are:—	
Malwa New	\$2,700/2,730 per picul
Malwa Old	\$2,740/2,760
Malwa Older	\$2,770/2,790
Malwa V. Old	\$2,800/2,820
Persian fine quality	\$1,400/1,500
Persian extra fine	\$2,500/2,600
Patna New	\$2,500 per chest
Patna Old	\$2,500
Banars New	\$2,500
Banars Old	\$2,500

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Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

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